

INTIMATIONS

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., LL.D., F.R.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

Established A.D. 1841.

[28]

NOTICE TO CORRESPONDENTS.
Our Correspondents are requested to note that notices should be addressed to THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not to publication, but as evidence of good faith.

Advertisers' copy should be written on one side of the paper only.

An anonymous signed communication that has already appeared in other papers will be rejected.

On the reverse of every page of THE DAILY PRESS, a stamp is placed which indicates the date of publication. After that date the supply is limited. Only copy for Cash.

Telephone 210. Teleg. Address: PRESS—A. S. CO., 210, Box 21. Telephone 210, 12.

The Daily Press.

HONGKONG, July 10th, 1893.

The Committee that sat in Hongkong in 1893, appointed by H.E. the Governor in response to an enquiry from the Secretary of State asking whether there had been any and what displacement of British goods in this market, reported that there had been such a displacement. One of the causes assigned for the displacement was lower freights outwards from foreign as compared with British ports, and this, the Committee regretted to say, was due to the action of the Shipping Conference (consisting chiefly of British steamship owners), which, while maintaining freights from British ports, carried cargo at a much lower rate from Continental and American ports, thus giving foreign manufacturers a virtual subsidy in their competition with British products. The Committee suggested that this question was of such paramount importance to British trade that it might fittingly form the subject of a searching investigation on the part of the home Government. Three years have passed and the hateful influence of the Shipping Conference on British trade still exists.

There were 17 cases of plague on Saturday and 17 deaths.

It is notified in the Gazette that the Police Station at Kowloon City has been declared a Register Office of births and deaths.

The appointment of committees for the various sub-districts on the mainland of the New Territories, under the Local communities Ordinance, is gazetted.

The maximum temperature last month was 88 on the 23rd, and the minimum 63.0, on the 10th, the mean for the month being 79.7. The rainfall amounted to 18.975 inches.

As will be seen from the advertisement in another column, the Sanitary Board is making a call for volunteers to fill in the house to house visitation in connection with the plague.

Dr. Schurman, the President of the American Phillips Commission, arrived from Manila by the steamer *Bengaluru* on Friday and left on Saturday by the P. & O. steamer *Ascalon* for Japan.

The stamp revenue for the first half of the present year was \$14,084, being an increase of \$3,449 on the amount collected in the corresponding half of 1892. There were increases in 29 items and decreases in 13, among the decreases being one of \$23,290 under the head of *postage*.

Mr. H. Williams, U.S. Consul-General, forwarded the following typhoon warning received from the Manila Observatory:—Manila, 9th July, 10 a.m.—Depression in the Pacific that we advised you of on the 6th is a regular typhoon, has moved northward, and is now east of Bashi and Balating Channels.

Edwin Eddy, captain of the military launch, who was charged with sealing up the property of the Government, again attended at the Ministry on Saturday, when Mr. Gornall had announced his intention of giving his decision. His Worship was apparently not satisfied as to the conclusiveness of the evidence, as he discharged his duty.

There can be no question that combinations are not illegal, but they may be used for an illegal purpose; in which case they become subject to the law; and there would be little difficulty in making such an amendment of the law as would render illegal the boycotting of outside steamers on the part of the Shipping Conference. By this boycott, exercised through the rebate system, competition in freight is stifled at British ports, where the Conference demands full rates, while at foreign ports it is willing to accept much lower rates. The Conference, however, even with its boycott of outside steamers, would not be seriously affected were it not for the bounty it gives to foreign trade. In connection with the great American trusts it is alleged, apparently with some reason, that by the economies they are able to effect in production, and distribution they are enabled to serve the public on more advantageous terms than the individual manufacturer working under a system of unrestricted competition. The contention is that competition carried to extremes becomes wasteful, and that the intelligent organisation of industry on a large scale is in the long run more profitable to all the interests concerned, including those

of the consumer. The same contention may be applied to shipping, and in the interview of the deputation with Mr. Rutherford, Sir John Jenkins said: "they had no objection to shipping firms and companies making arrangements among and between themselves to do the best they could to further their own commercial interests in competition with newcomers, with continental rivals, or otherwise, so long as this was done without direct injury and special hardship to other interests." In the present case the hardship is that the Conference discriminates against the British manufacturer and merchant, and it is only by rendering the boycotting of outside steamers illegal, and so restoring free competition, that the British manufacturer and merchant can be secured fair play in competition with his American and Continental rivals the sooner that step is taken the better.

The Hongkong Committee made "special reference to the advantages conferred on American cotton piece goods in the China market by the rates of freight charged by the Conference steamers from New York to Hongkong and Shanghai," which "average from 25s. to 30s. per ton as compared with 57s/3d from London and Liverpool outwards. The same remarks apply to the shipment of machinery from the United States to China, the freight for which is about forty per cent. lower than that from British ports." In this connection we would invite attention to the following figures from the Chinese Customs, returning the imports of certain classes of piece goods from Great Britain and America respectively for the years 1888 and 1893:—

EXCELSIOR.

Drills	542,526	73,556
Jeans	106,342	123,599
Sheetings	1,039,642	523,366
Total	1,688,410	720,281

AMERICAN.

Drills	496,606	184,761
Jeans	8,412	105,750
Sheetings	1,557,830	428,991
Total	2,002,336	3,904,511

Thus while British trade in these articles is only 42 per cent. of what it was ten years ago American trade has increased by almost 90 per cent.; in other words, the one has fallen to less than half of what it was, while the other has nearly doubled. The preferential freights accorded by British steamers to American goods may not be the sole or principal cause of the movement indicated by the above figures, but that they have had a good deal to do with it is indubitable. And these same British shipowners, who thus discriminate against their own countrymen and favour the foreigner, with the result that trade passes into foreign hands, will readily join in the cry about the loss of British prestige in the Far East. If there has been any loss of prestige the members of the Shipping Conference have had more to do with bringing it about than the failures and mistakes of our diplomats and ministers put together, for our prestige rests on our commercial supremacy, and that supremacy is being steadily undermined by the action of the Shipping Conference.

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The farewell performance in connection with the Death of Major-General Rutherford, having been postponed on Friday night in the presence of a large audience. The company, of whom most pleasant recollections will be retained in Hongkong, left on Saturday for Singapore. Some commotion was caused at the commencement of the proceedings on Friday evening by a board in front of the footlights carrying the words "America, My Country, Is of Thee," and so on, but the voices loud and the bands thundered out, drowning all possible song and bidding the deficiency.

It was a popular scene, unusual and sold in many ways. There were numbers of native sailors, carrying "American" flags, who, perhaps half a dozen, were dressed in the uniform of the American Army, and who, in their hats and feathers, are out on the American defences.

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AUCTIONS

PUBLIC AUCTION.

THE Undesignated have received instructions to Sell by PUBLIC AUCTION, ON FRIDAY, the 14th July, 1893, at 3 o'clock in the AFTERNOON, at the Premises.

ALL THOSE VALUABLE LEASE-HOLD PROPERTIES Situate at STATIN STREET NORTH, HONG KONG, ADVERTISED by DEPUTY COLONIAL SURVEYOR, the Kowloon Island, late Nos. 482, 483, 484, 485, 486, containing in the whole 5,250 square feet.

The said Premises are held for the respective Rents of 5 several terms of 75 years each to be granted by Crown Leases thereof and are subject to the payment of the several Crown Rents of \$16 each or \$89 per Annum.

For further Particulars and Conditions of Sale apply to

HUGHES & HOUGH,

Auctioneers,

or to

WILKINSON & GRIST,

Solicitors for the Vendor,

Hongkong, 1st July, 1893. (1748)

PUBLIC AUCTION.

THE Undesignated have received instructions to Sell by PUBLIC AUCTION, ON SATURDAY, the 15th July, 1893, at 3 o'clock in the AFTERNOON, at the Premises.

THE FOLLOWING VALUABLE LEASE-HOLD PROPERTIES Situate at HUNG HOM WEST in the Dependency of Kowloon and Colony of Hongkong.

LOT 1.—ALL THAT PIECE of GROUND portion of HUNG HOM Island Lot No. 198 intended to be registered as SECTION 1 of HUNG HOM ISLAND LOT No. 198 containing an area of 14,490 square feet. Together with the buildings and factory thereon known as 17 HUNG HOM WEST. The said premises are held for the residue of the term of 75 years under Crown Lease. Proportion of Crown Rent \$152.73. This lot is let at the Annual Rent \$666 payable monthly on a monthly tenancy and the lot is sold subject to such tenancy.

LOT 2.—ALL THAT PIECE of GROUND being a portion of HUNG HOM Island Lot No. 198 intended to be registered as SECTION 2 of HUNG HOM ISLAND LOT No. 198 containing an area of 18,700 square feet. Together with the buildings and factory thereon known as 18 HUNG HOM WEST. The said premises are held under Crown Lease for the residue of the term of 75 years. Proportion of Crown Rent \$250.53. This lot is let at the Annual Rent \$800 payable monthly on a monthly tenancy and the lot is sold subject to such tenancy.

LOT 3.—ALL THAT PIECE of GROUND being a portion of HUNG HOM Island Lot No. 198 intended to be registered as SECTION 3 of HUNG HOM ISLAND LOT No. 198 containing an area of 18,700 square feet. Together with the buildings and factory thereon known as 19 HUNG HOM WEST. The said premises are held under Crown Lease for the residue of the term of 75 years. Proportion of Crown Rent \$250.53. This lot is let at the Annual Rent \$800 payable monthly on a monthly tenancy and the lot is sold subject to such tenancy.

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FOR SALE

KELLY & WALSH, LTD.

NEW BOOKS

NEW EDITIONS.

THE ROMANCE of the Pro-COUNSEL, the Personal Life and Memoirs of the Rt. Hon. Sir G. Grey, K.C.B., by J. Miles. 225

Russia in Asia, a Record and a Study by G. J. Younghusband. 15.75

Sir G. Grey, K.C.B., by J. Miles. 225

The Statesman's Year Book, 1890. 6.00

Reminiscences, by J. H. McCarthy. M. E. 13.00

15.00

The American Navy in the War with Spain, by Lt. C. S. P. S. 3.50

The Story of the Man-Pole with Illustrations. 3.50

The People and Politics of the East, Translated from the English, by Prof. B. K. Douglas. "Story of the Nations" Series. 3.00

Chinese Personae, by W. G. Gulland. 5.00

The Merchant's Dictionary, Containing an Explanation of the Technical Terms used by Merchants and Bankers, &c. By R. Bithell. 1.50

Life of W. E. Gladstone, by Wemyss Bell. 4.50

Multi-Volume Dictionary of Statistics, Revised and Updated. 13.00

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The Story of China, by J. Little. 1.50

Intimate China, by Mrs. A. J. Little. 13.00

A Introduction to Modern Business Methods, by Hooper and Graham. 1.50

Teacher's Companion to ditto. 1.75

F.R.G.S. 7.00

Biting and Polo. "Badminton Library". 6.50

New Edition. 6.50

A Pink 'un and A Polican, by "Pitcher" and "Swarms". 3.50

Intimate China, by Mrs. A. J. Little. 13.00

The Philippine Islands and their People, by Dean C. Worcester. Illustrations. 9.00

ROBINSON PIANO CO.

HIGH CLASS PIANOS

FOR HIRE or EASY PAYMENTS.

THE ONLY FIRM DEVOTED ENTIRELY to MUSIC TRADE.

INSURANCES

LANGEAC FIRE INSURANCE COMPANY of HAMBURG.

THE Undesignated AGENTS for above Company are prepared to ACCEPT FIRE at Current Rates.

EAST ASIATIC TRADING CO.

Hongkong, 1st January, 1893. (112)

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undesignated, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 10th May, 1893. (23)

THE EQUITABLE LIFE ASSURANCE SOCIETY of the UNITED STATES.

BURNES OVER ALL LIABILITIES AMOUNTS TO NEARLY TWELVE MILLIONS STERLING.

This Surplus belongs exclusive to Policyholders.

PAID TO POLICYHOLDERS DURING 1892

OVER £4,980,000 STG.

PAID TO POLICYHOLDERS IN LESS THAN 40 YEARS

OVER £2,170,000 STC.

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VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	PARRAMATTA	About 21st July	Freight or Passage.
LONDON, &c.	BALLAARAT	Noon, 22nd	See Special Advertisement.
YOKOHAMA VIA NA.	ROSETTA	4 P.M., 23rd	Freight or Passage.
GASAKI & KOBE	C. C. Talbot, E.N.S.	July	Going through the Inland Sea.

For further particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th May, 1893.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
INABA MARU	MARSEILLES, LONDON, & ANT.	TUESDAY, 11th July, at 4 P.M.
W. Babbidge	WESEN VIA SINGAPORE, PENANG,	4 P.M.
HIROSHIMA MARU	BOMBAY VIA SINGAPORE and COLOMBO	THURSDAY, 13th July, at Noon.
E. W. H. Moseley	HOKKAIDO, KOBE, and YOKO	TUESDAY, 20th July, at 4 P.M.
KINSHU MARU	VICTORIA, B.C., and SEATTLE	THURSDAY, 22nd July, at 4 P.M.
W. B. Doty	U.S.A. via KOBE and YOKOHAMA	TO-DAY, the 16th inst.
KAMAKURA MARU	MARSEILLES, LONDON, & ANT.	For Freight, apply to
N. Trent	WESEN VIA SINGAPORE, PENANG	THURSDAY, 26th July, at 4 P.M.
YAWATA MARU	THURSDAY, ISLAND TOWNSHIP, BALSAMS, STONEY, and MELBOURNE	FRIDAY, 27th July, at 4 P.M.
A. E. Moseley	BOURNE	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC SHIPS.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st May, 1893.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE (FLIGHT SERVICE). (EAST ASIATIC SERVICE).

(Taking cargo at through routes to ANWERP, AMSTERDAM, ROTTERDAM, LIEGE, LIEGE, OOSTENDE, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA, and BALTO PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES
SARNAFEE	HAVRE & HAMBURG	NOON, 11th Freight and Passage.
Capt. Linssens	(London with transhipment in Hamburg)	July
S. ELLEN RICKMERS	HAVRE & HAMBURG	ABOUT 5th Freight.
Capt. H. Jacobs	(London with transhipment in Hamburg)	August
S. SILESIA	HAVRE & HAMBURG	ABOUT 6th Freight and Passage.
Capt. Behrens	(London with transhipment in Hamburg)	August
S. WITTEMBERG	HAVRE & HAMBURG	ABOUT 17th Freight.
Capt. Madson	(London with transhipment in Hamburg)	August
S. ALESIA	HAVRE & HAMBURG	ABOUT 31st Freight.
Capt. Knut	(London with transhipment in Hamburg)	August

Steamers have superior accommodation for Passengers and carry a Doctor and a Nurse.

Calling at Naples for passengers only, if sufficient indument offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., AGENTS.

Hongkong, 9th June, 1893.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

EMPEROR OF JAPAN, Capt. G. A. Lee, B.E.N. WEDNESDAY, 19th July, 1893.

EMPEROR OF CHINA, Capt. R. Archibald, B.E.N. WEDNESDAY, 26th Aug., 1893.

EMPEROR OF INDIA, Capt. O. P. Marshall, B.E.N. WEDNESDAY, 30th Aug., 1893.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER and DAWSON, via the WEEKLY TRANS-PACIFIC JOURNEY and make connection at YOKOHAMA with the PALATIAL RAILWAY, which links daily and weekly with the Canadian Pacific Railway from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, (four for 4, 9, 12 and 18 months).

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS second to none in the world, the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Fader Street.

Hongkong, 29th June, 1893.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

STEAMERS Tons Captain Proposed Sailing.

STEAMER	TONS	CAPTAIN	PROPOSED SAILING
TAOMA	3,721	A. D. Green	July 29
GALENOON	3,720	R. D. Jones	Aug. 5
OPUMA	2,827	J. Trubridge	Sep. 1
VICTORIA	3,502	J. Penton	Sep. 12

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Tables. Doctors and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 247.

The Railroad travelling is second to none on the American Continent. Marvellous Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 426.

The best route to the KLODNER GOLD FIELDS. Frequent Sailings from Victoria and PORTLAND to DUREA and St. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Special Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy to be sent forward by the steamer to the office of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded with that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Passages must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 14th June, 1893.

DODWELL & CO. LIMITED, General Agents.

Hongkong, 14th June, 1893.

DODWELL & CO. LIMITED, General Agents for China and Japan.

Hongkong, 14th June, 1893.

DODWELL & CO. LIMITED, General Agents.

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